

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.
 "POWAN," 2,338 tons, " " G. F. Morrison, R.M.R.
 "FATSHAN," 2,380 tons, " " E. D. Thomas.
 "HANKOW," 3,073 tons, " " G. V. Lloyd.
 "KINSHAN," 1,995 tons, " " J. J. Lonsdale.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. B. Clarke.
 Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,191 tons, Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain W. A. Valentine.
 "NANNING," 569 tons, " " O. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow Single \$15.00. Return \$25.00.
 Canton to Tak Hing " " Single \$12.50. Return \$21.00.
 Canton to Samshui " " Single \$7.50.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN," Capt. B. Branch. S.S. "SANUI," Capt. J. Willox.
 Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shihing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.

FARES:—Hongkong to Wuchow Single \$17.50. Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

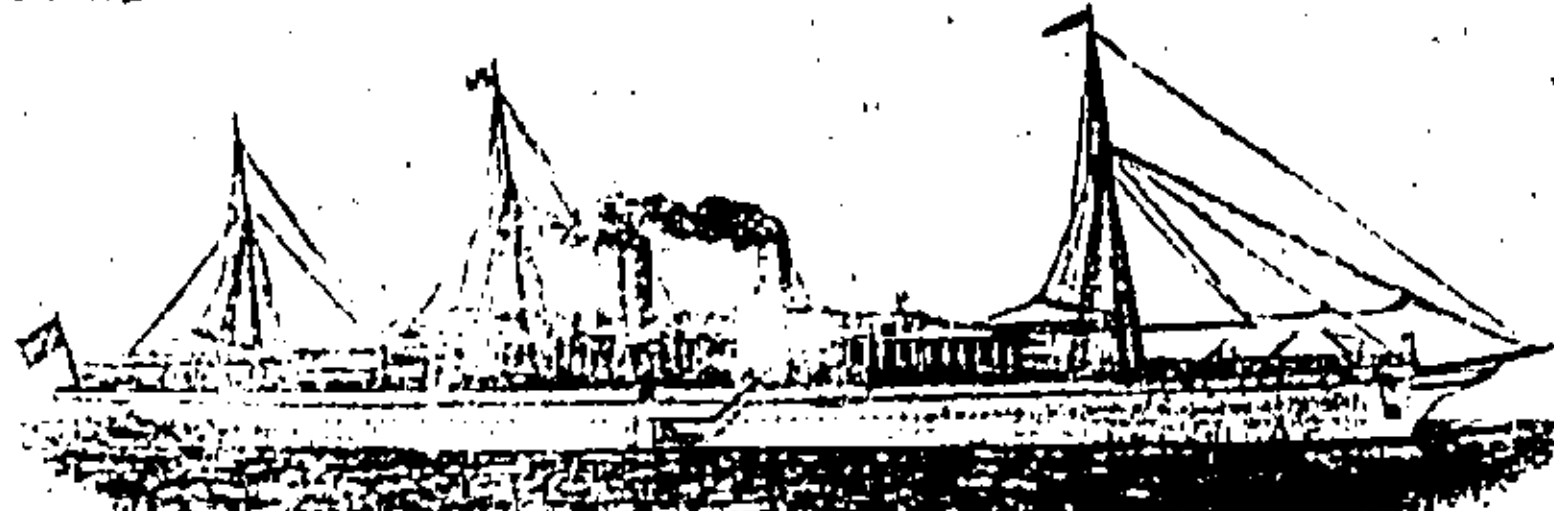
HONGKONG-KONGMOON LINE.

S.S. "TAK HING," Capt. R. Birss. S.S. "HONGKONG," Capt. Maxfield.
 Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).
 FARES:—Hongkong to Kong Moon Single \$6.00.
 " " " " " " Single \$7.00.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 20th June, 1905.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



THE FASTEST LINE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
 SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.
 PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

Steamers.	Tons.	Commanders.	Sailing Dates.
R.M.S. "EMPRESS OF INDIA"	6,000	E. Beetham, R.N.R.	WEDNESDAY, 21st June.
"TARTAR"	4,425	W. Davidson, R.N.R.	WEDNESDAY, 5th July.
"EMPRESS OF JAPAN"	6,000	H. Pybus, R.N.R.	WEDNESDAY, 12th July.
"EMPRESS OF CHINA"	6,000	R. Archibald, R.N.R.	WEDNESDAY, 2nd Aug.
"ATHENIAN"	2,440	S. Robinson, R.N.R.	WEDNESDAY, 9th Aug.

Hongkong to London, 1st Class, £60. Old St. Lawrence £60. Via New York £62.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail " " £40. " £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to
 Hongkong, 14th June, 1905. D. E. BROWN, General Agent, 9, Pedder's Street.

HAMBURG-AMERIKA LINIE. OBTASTISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, ORIENT, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
C. FERD. LAEISZ	HAVRE, DUNKIRK, B' MEN & H' BURG.	22nd June. } Freight.
von Hoff	(Calling at S'PORE, PENANG & COLOMBO).	
BRISGAVIA	HAVRE, ANTWERP and HAMBURG.	30th June. } Freight.
Russ	(Calling at S'PORE, PENANG & COLOMBO).	
SITHONIA	HAVRE, BREMEN and HAMBURG.	12th July. } Freight.
Hildebrandt	(Calling at S'PORE, PENANG & COLOMBO).	
ACILIA	HAVRE and HAMBURG.	26th July. } Freight.
Schulke	(Calling at S'PORE, PENANG & COLOMBO).	
ALESIA	HAVRE and HAMBURG.	10th August. } Freight.
Sachs	(Calling at S'PORE, PENANG & COLOMBO).	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 2, Queen's Buildings.

Hongkong, 19th June, 1905

D. NOMA, TATTOOER, 6, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 25 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other; as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 5,700 Recommendations which I have received from all sources.
 Hongkong, 16th November, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHE LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
 Also
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
ZIETEN	THURSDAY, 22nd June.
DARMSTADT	WEDNESDAY, 5th July.
SACHSEN	WEDNESDAY, 19th July.
SCHARNHORST	WEDNESDAY, 2nd August.
PRINZ HEINRICH	WEDNESDAY, 16th August.
PRINZ BITEL FRIEDRICH	WEDNESDAY, 30th August.
PRUSSEN	WEDNESDAY, 13th September.
ROON	WEDNESDAY, 27th September.
BAVERN	WEDNESDAY, 11th October.
GNEISENAU	WEDNESDAY, 25th October.
PRINZESS ALICE	WEDNESDAY, 8th November.
SACHSEN	WEDNESDAY, 22nd November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 6th December.
PRINZ HEINRICH	WEDNESDAY, 20th December.

ON THURSDAY, the 22nd day of June, 1905, at Noon, the Steamship "ZIETEN," of the NORDDEUTSCHER LLOYD, Captain F. von Blnzer, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on TUESDAY, the 20th June. Cargo and Specie will be received on Board until 1 P.M. on WEDNESDAY, the 21st June, and Parcels will be received at the Agency's Office until Noon, on WEDNESDAY, the 21st June. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardsess. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	Tons.	SAILING DATES.
WILLEHAD	4,761	TUESDAY, 27th June.
PRINZ WILDEMAR	3,227	TUESDAY, 15th July.
PRINZ SIGISMUND	3,302	TUESDAY, 22nd August.

ON TUESDAY, the 27th June, 1905, at Noon, the Steamship "WILLEHAD," Captain Ph. Obenauer, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

For STEAMERS ABOUT

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA } SACHSEN WEDNESDAY, 1st June.
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA } SCHARNHORST WEDNESDAY, 5th July.

NORDDEUTSCHER LLOYD.

For further Particulars apply to

MELCHERS & CO., AGENTS.

Hongkong, 20th June, 1905.

Intimations.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS

EASTMAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

10, QUEEN'S ROAD, Watson's Building.

A FOOK & Co.,

12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS AND COMPRADOES, COAL MERCHANTS AND STEVEDORES OF SIXTY YEARS STANDING.

ALL kinds of Provisions, Coal, Water and Ballast supply from alongside at the shortest notice and with all possible dispatch.

Moderate terms.

Orders solicited.

Hongkong, 23rd February, 1905.

FURNITURE WAREHOUSE.

LI KWONG LOONG,

CABINET-MAKER AND ART DECORATOR, from Shanghai, has opened a FURNITURE STORE at No. 45, DES VOUX ROAD CENTRAL. The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ltd., Joint Telegraphs Co., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction.

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th December, 1904.

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

THE WISE MAN BUYS A "SINGER," IT'S TRUE ECONOMY.

5 YEARS' GUARANTEE.

FREE INSTRUCTION. EASY PAYMENTS. It's something you need.

SHOW-ROOMS:—1, WYNDHAM STREET.

Hongkong, 15th March, 1905.

THE HONGKONG STUDIO, HIGHER CLASS PHOTOGRAPHER, 41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1905.

MEE CHEUNG, PHOTOGRAPHER, TOP FLOOR OF ICK HOUSE, IN 11, 13 & 15, ROYAL ROAD.

I am now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS and VIEWS a speciality.

Hongkong, 22nd September, 1904.

Intimations.

THE YOKOHAMA DOCK CO., Ltd.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 76 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. O. 4th and 5th Ed.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

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C. W. MEAD, C. E., President and Shanghai Manager. N. M. HOLMES, C. E., Vice-President and Hongkong Manager. A. F. CARRICK, C. E., General Manager, Manila.

ORIENTAL CONSTRUCTION COMPANY, CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS, HONGKONG, SHANGHAI AND MANILA.

Cable Address: WARRICK, HONGKONG.
 Railway Hydraulic Mining and Sanitary Engineering. A Specialty made of Reinforced Concrete and Concrete Piles. Examinations of Surveys, Reports and Estimates. On all Railway or Proposed Construction Works.

Hongkong, 2nd February, 1905. [208]

"MINIMAX" HAND FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED, LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO., LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.
 NO PUMPS. NO ROSE. AUTOMATIC.
 Extinguishes Oil, Varnish, Kerosine Oil, Tar, Benzine.
 Guaranteed to remain in working order for any length of time.
 SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION.

Is Self-acting. Always ready for immediate use.
 Destroys all smoke. Requires only one hand to hold.
 Can be used by anyone, even a child. Weight only 10 lbs. when full.
 Minimum of Price, Weight and Size. Maximum of simplicity and effect.
 Hongkong, 10th May, 1905. [553]

EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN, 10, D'AGUIAR STREET, HONGKONG, (One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI, 21, John Street, Bedford Row, W.C., 59, Bentinck Street, 566, Nanking Road.

Hongkong, 24th March, 1904. [40]

Hotels.

FOR HOTEL COMFORT AND THE BEST BILLIARDS GO TO THE

KOWLOON HOTEL, KOWLOON.

J. W. OSBORNE, Proprietor and Manager.

HOTEL CRAIGIEBURN, PLUNKET'S GAP, the PRINCE, near the TRAM TERMINUS, Tel. 60.

For Terms, &c., apply to the MANAGER.

Hongkong, 2nd July, 1900. [28]

CONNAUGHT HOTEL, HONGKONG.

A FIRST-CLASS FAMILY AND COMMERCIAL HOTEL, situated near the BANKS, PRINCIPAL OFFICES and in the MAIN STREET.

Large and lofty Rooms, Elegantly Furnished. Flush Water Lavatories. Hydraulic Elevator. Excellent Cuisine and Wines. Hot and Cold Water Baths and Shower Baths. Under European Management. Launch Service for Guests.

Hongkong, 16th June, 1905. [68]

TSIN TING. LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 24, D'AGUIAR STREET. REASONABLE FEES. Consultation Free.

Hongkong, 2nd July, 1904. [66]

THE AMERICAN SYSTEM OF DENTISTRY.

M. H. CHAUN, D.D.S., 17, DES VOUX ROAD CENTRAL, HONGKONG, From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904. [67]

Intimations.

WM. POWELL,
LIMITED.

—ALEXANDRA BUILDINGS—

NEW
MUSLINS,
ALPACAS,
DRESS-
LINENS,
HOLLANDS,
VOILES,
FOULARDS,
SILKS,

&c., &c., &c.,

for light
SUMMER
GOWNS.

DRESS-MAKING
A Specialty.

LATEST
FASHIONS
from
LONDON,
PARIS,
and
NEW YORK
RECEIVED EVERY
WEEK.

BATHING
COSTUMES.

CAPS
and
SANDALS.

Everything New and
up-to-date
at
POWELL'S
HONGKONG.

Hongkong, 19th June, 1905.

Intimations.

THE CHINA LIGHT AND POWER
COMPANY, LIMITED.

THE FOURTH ORDINARY ANNUAL
MEETING OF SHAREHOLDERS in
the Company will be held in the Company's
Office, 8, George's Building, No. 6, Connaught
Road, Victoria, TO-MORROW, 21st June,
1905, at 11 A.M., for the purpose of receiving
Statement of Accounts and the Report of the
General Managers for the year ending 28th
February, 1905, and electing a Consulting Com-
mittee and Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED on SATURDAY, 17th, to
WEDNESDAY, 21st June, both days inclu-
sive.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 20th June, 1905. [645]

CHINA LIGHT AND POWER COMPANY,
LIMITED.

NOTICE is hereby given that an EXTRA-
ORDINARY MEETING of the above-
named Company will be held in the Company's
Office, 8, George's Building, No. 6, Connaught
Road, Victoria, TO-MORROW, the
21st June, 1905, at a quarter past Eleven
o'clock A.M., when the following Resolution will
be proposed:

Should the Resolution be passed by the
required majority it will be submitted for con-
firmation as a special resolution to a Second
Extraordinary Meeting which will be subse-
quently convened, and in the event of it being
confirmed the Shares will be offered to Share-
holders on the Register on the Eighth day of
July in proportion to their then holdings, and
all Shares not applied for by Shareholders will
be disposed of by the General Managers in ac-
cordance with Article 8 paragraph 2 of the
Company's Articles of Association.

RESOLUTION.

That the Capital of the Company be in-
creased to \$500,000 by the creation of 20,000
new shares of \$10.00 each.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 20th June, 1905. [647]

MADAME JAY'S,

No. 4, DES VŒUX ROAD,

Have just received,

FROM NEW YORK,

LADIES' AMERICAN SHOES,

the new RUBBER-BROWN,

(now so fashionable),

BLACK PATENT LEATHER

AND

WHITE CANVAS

with

MILITARY HEEL.

HOSE to Match Shoes and Gown.

Also a fine lot of

AMERICAN STAYS

AND

SHIRT WAISTS.

Hongkong, 17th June, 1905. [665]

REWARD OF \$5,000.

OFFERED by the Undersigned for the

ARREST AND CONVICTION of any

Person or Persons who are in the habit of

SMUGGLING large quantities of OPIUM

into this Colony.

CHIN JOO HENG & Co.,

Opium Farmers.

Hongkong, 19th June, 1905. [666]



NAVY CONTRACT.

TENDERS are invited for the SUPPLY OF

FRESH WATER for the period of

12 Months, commencing 1st July next to

H.M. NAVAL YARD, Hongkong, or to any

of H.M. SHIPS and HIRED VESSELS

lying in the Harbour.

Forms of Tender can be obtained on applica-

tion to the Naval Store Officer, H.M. Naval

Yard, Hongkong, and should be returned not

later than SATURDAY, the 24th June, 1905.

Hongkong, 19th June, 1905. [666]

NOTICE.

THE HONGKONG AND CHINA GAS

COMPANY, LIMITED, beg to notify

the Public that in addition to the recent

REDUCTION IN PRICE OF GAS TO \$3.00

PER THOUSAND Cubic Feet, they now

offer the following FAVORABLE TERMS

TO INSTALLING CONSUMERS:

1. B.V. CESS up to 50 feet in length will

be laid FREE.

2. NO CHARGE will be made for METER-

FIXING.

THESE CONCESSIONS will only apply to

houses in which the work of fitting internal

pipes is carried out by the Gas Company.

ESTIMATES for any kind of Gas-fitting

will be supplied WITHOUT COST to intend-

ing or existing customers.

The Company Hire or Sell all kinds of Gas

Fittings, whether for Heating, Cooking or

Lighting—and INVITE INSPECTION of

their Stock at their NEW SHOW ROOMS at

WEST STREET.

GEORGE CURRY,

Local Secretary.

Hongkong, 13th June, 1905. [651]



Gold Medals PARIS 1889 & 1900

Regd Brand

HARRIS, CALNE & WILTS, England.

REPRESENTATIVES FOR HONGKONG & CHINA,

HOWARD & Co.,

50 Queen's Road Central,

Hongkong.

Hongkong, 19th May, 1905. [179]

RUSSIAN METHODS IN ASIA.

BY ANGUS HAMILTON.

Tashkurgan, March, 1905.

The most easterly outpost of the Russian mil-

itary forces in Central Asia is situated in Tash-

kurgan, the principal centre in Sarikol, and just

beyond the northernmost limit of the Tagh-

dum-bash Pamir. Political, as well as geogra-

phical, interest attaches to the position occu-

pied by Tashkurgan, since it commands the

approaches to the Hunza territory, and lies

across the road to the Russian sphere on the

Pamirs. In other directions, too, roads, pass-

ing through Tashkurgan lead northwards to

Kashgar, on the outskirts of Mustang Moun-

tain, one of the most famous heights in Asia;

and to the west towards the Kankoram Ran-

ges. Tashkurgan is, of course, Chinese soil,

for the provisions of the Russo-Chinese Bound-

ary Commission of 1896 recognised the Tagh-

dum-bash Pamir as constituting a Chinese

sphere, and the limits of the Celestial

Empire. In point of fact, so far as treaty

enactments can define territorial limitation,

the Russian frontier lies at least 25 miles

westwards of Tashkurgan, but little by little

a change has been effected, until under the

tortuous processes of Russian diplomacy, the

present infringement of the findings of the

original Boundary Convention has been con-

firmed. At the present time, by virtue of a

special agreement between the Chinese

authorities in Kashgar and a Russian officer,

and drawn up between 1901 and 1903, without

reference to Peking, the Russians have

established in Tashkurgan a large military

post, while there is also a substantially con-

structed fort, thereby possessing rather more

than the usual nine points, when the question

of actual territorial proprietorship arises.

It is of importance to trace the various

stages in the Russian approach to and final

settlement at Tashkurgan. By an odd circum-

stance the history of the incident goes back to

the time when the present line of the frontier

can be said to have been in the making.

Major Robertson, afterwards to become dis-

tinguished through his operations in Chitral,

was in charge of the Gilgit Agency, while

Captain Younghusband, lately the chief

figure of the Tibet Expedition, had been

appointed to Kashgar as the representative

of British interests in the New Dominions.

Under this procedure Kashgar became a

post of observation of Russian activities in

Russo-Chinese Turkestan, and, building

backwards, with a view to the more

effective supervision of British interests in

Sarikol, Captain Younghusband appointed in

1892 an axakal at Tashkurgan, nominating to

the post a native of Badakshan, Jan Mohamad.

Unfortunately, Jan Mohamad could neither

read nor write, and from this elemental defect

in his more precise usefulness sprang the

Russian designs upon Tashkurgan. Jan

Mohamad, a refugee from Badakshan, shortly

after his appointment, communicated tidings of

his good fortune to two friends in his own dis-

trict. Two men, one Miza Sulliman, at that

time a clerk in Badakshan, and the other,

Mohamad Isahan, came at once to Sarikol,

seeking similar appointments. Miza Sulliman

proceeded to Gilgit, Mohamad Isahan went to

Tashkent, each man falling at once on his

feet—the former, Miza Sulliman, being appoint-

ed in 1893 to assist Jan Mohamad in his

clerical duties. In time Jan Mohamad was

discharged, Miza Sulliman taking over the

duties, and remaining some five years—1893-

1897—in British employment at Tashkurgan.

Towards the close of 1897 Miza Sulliman

abandoned his employment, preferring to set

up as a trader in business at Tashkurgan.

A few months previous to this change of

work upon the part of the British axakal, Rus-

sian activity in the Pamirs had become pro-

nounced. This fact presently appeared to

Miza Sulliman, who, through his visits to

Kashgar in the capacity of merchant, had open-

ed relations with the Russians. Encouraged

by the Russian Consul in Kashgar, Monsieur

Petrovsky, supported and bribed as occasion

required, Miza Sulliman, between 1898-1901,

became the self-constituted and silent instru-

ment of Russian expansion. Matters gradually

developed, Miza Sulliman creating, in Tashkur-

gan and its immediate surroundings, a fictitious

desire for relief from Chinese oppression, until,

by careful exploitation of the general senti-

ment, Miza Sulliman was selected, in 1901, to

carry to Kashgar a petition calling for Russian

protection from the Chinese yoke. The out-

come was perhaps not unexpected by Miza

Sulliman. Monsieur Petrovsky at once ap-

pointed him Russian axakal, promoting him

the next year, 1902, to the post of munshi.

From that moment the successive steps

have been taken rapidly. Difficulties arose,

and the task of settlement proving in some

cases beyond the power of Miza Sulliman, an

officer's patrol of five men, under Captain

Boboshkin, from the Pamirsk Fort, on the

Sarez Pamir, visited Tashkurgan in the sum-

mer of 1903. Objections of the Chinese to the

presence of the Russian troops in Tashkurgan

were met by the explanation that the little force

was a temporary infliction only. Unhappily, how-

ever, no sooner was this explanation received

than the strength of the party was increased to

eighteen mounted men, which an officer and a

non-commissioned officer attached. Quarters

were secured at first among the native houses

in the village, and within a short while a Rus-

sian settlement, bearing every character of a

permanent establishment, was in evidence.

The perturbation of the Chinese rapidly in-

creasing, Captain Boboshkin was recalled to

his duties on the Pamirs, negotiations opening,

in the meantime, between the Amban of Tash-

kurgan, the Yamen in Kashgar, and the Rus-

sians, for permission to construct more suitable

accommodation for the troops. The Chinese,

of course, raised obstacles to the Russian pro-

posals, only to find, however, that each objec-

tion was brushed aside as quickly as it was

created, until, disheartened by the threat that

twenty-five years, when the building should
revert to the Chinese authorities. In all of
these propositions, the Russians cheerfully
agreed, but when work began it may be said
that the difficulties of the Chinese assumed a
more serious aspect, the commanding position
occupied to-day by the Russians in Tashkur-
gan testifying to what genuine justification they
had for their fears.

Building operations proceeded at a great
pace, the Russians selecting for their site a
position on some rising ground, a little distant
from the Sarikol Settlement. It is, perhaps,
needless to add that, excluding the Chinese
town, the Russians had chosen the most suit-
able ground in Tashkurgan, and that upon com-
pletion of the structure a fort, with a capacity
for some three hundred Cossacks, and costing
some five thousand roubles odd, was found to
have been made. No guns have been mount-
ed at present, but as a permanent work the
fort is complete, possessing the necessary
emplacements, while the position is entrenched
and provided with a glacis. It is unlikely,
until Russia takes possession of Chinese
Turkestan, that the defensive qualities of the
work will be tested, yet as a means of impress-
ing local opinion in Turkestan, and of establish-
ing a contrast between Russian and British
prestige, it will doubtless prove its value. Con-
fronting the Russian station is a small
eminence, and overlooking the valley between
the Chinese quarter, contained within the
usual high walls, and bearing externally some
appearance of a fort. Within the walls there
is merely the usual collection of disordered
dwellings and official buildings, from whence
any one rarely issues, the hours passing in noisy
celebration of feasts, or drifting away in heavy
slumber. The Chinese element makes no
attempt to compete with the Russian, while
each in turn may observe the British
Bristle Brigade are cared for by an Indian
munshi, Sher Mahomed Ali, but, however
wise a man he may be, or however active,
neither his energy nor his wisdom can avail
him against the lively effects of a daily
parade of thirty mounted Cossacks, or the
sounds of rimbaldi by night which float down
from the towers of the Chinese quarter. He
can neither appeal to the imagination of the
native by the dignity of his establishment, since
he has no escort, nor can he entertain, since
he has no funds, while the treatment accorded
him by the Chinese authorities, and the
Russian officer in command of the garrison,
governed by a knowledge of these facts,
reveals an odd mixture of patronage and
contempt. To-day he may be welcomed to the
fort, while to-morrow the doors of the Yamen
may be shut in his face. The munshi, how-
ever, is a faithful servant, and his services re-
veal an intelligent appreciation of the impor-
tance of his duties.

It is not only in Tashkurgan that the Rus-
sians are increasing their activity; throughout
the Pamir region the Russians are spreading
the report that still greater and more energetic
measures are to be taken in the spring of 1905.
In this respect it is, perhaps, significant that
the Russian officers in the Pamirs are anticipat-
ing an increase in their military establishment.
The Kirghiz, the wandering people of the
Pamirs, have been wanted to be prepared to
construct the necessary accommodation, and
native workmen from Osh and Tashkent are
under orders to come to the Pamir posts when
the winter breaks. In another direction, too,
there is an outburst of activity; roads and the
military telegraph have been augmented, the
telegraph line to Murgh. bi Post having reach-
ed as far as the Tuvuk Pass, where Kirghiz
pickets have been detailed to watch the line.
The head of construction, however, is beyond
the Tuvuk, the railway rails, which support the
wires, having been sunk by the As Baital, two
marches beyond the Pass in the direction of
the Murghabi Post. Of course, these measures
are not without effect upon the native mind,
nor are they, even if they are of an immediate
service, altogether purposeless. The Russians
look and prepare a long while before they leap,
and that the leap will carry them towards or
across the Afghan border in order to restore
their somewhat shattered prestige, would ap-
pear to be the opinion current in Russian as
well as in Afghan circles, if the extraordinary
activities of the Afghans in the matter of fort
building on the waters of the Upper and Low-
er Oxus may be considered sufficient indica-
tion of the immediate trend of future events in
Central Asia.—*Pall Mall Gazette*.

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions

from the Official Administrator, to sell by

PUBLIC AUCTION,

For Account of the Estate of the late

EDWARD L. HEATH,

TO-MORROW,

the 21st June, 1905, at 11 A.M., at their

Sales Rooms, No. 8, Des Vœux Road,

corner of Ice House Street,

THE GOODS AND CHATELS

of the above-named Deceased,

Consisting of

SURVEYING INSTRUMENTS,

Viz.:—1 Pocket Transient, 1 Gradient, 1

Tripod and High Level Rod, 1 High Level

Transient, 1 Steel Straight Edge, 2 Surveyor's

Chains, &c., &c., &c.

TERMS:—As usual.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 20th June, 1905. [664]

BAY VIEW HOUSE,
MACAO.

SITUATED at the most Charming Part

of Macao's Famous Beach, has just

been opened for the public and for the

benefit of HONGKONG VISITORS, who travel

to this Delightful Resort.

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED 1841.

WINE AND SPIRIT
MERCHANTS.

ALEXANDRA BUILDINGS.

SCOTCH WHISKY.

WATSON'S
"GLENORCHY"
BLEND.

("B" Quality.)

PURE MALT WHISKY.

VERY OLD.

A FINE "SODA" WHISKY.

\$12.00.....Per Case.

Equal to any imported Bottled Whisky at
\$16.00.

WATSON'S
CELEBRATED

E

BLEND

VERY OLD LIQUEUR SCOTCH

WHISKY.

*The Perfection of Whiskies.

\$16.00.....Per Case.

A. S. WATSON & Co.,
LIMITED,

WINE AND SPIRIT MERCHANTS.

BLENDERS AND BOTTLERS.

ESTABLISHED 1841.

Hongkong, 17th June, 1905.

OUR
McINTOSH
WHISKY

AT

\$10.00

PER CASE

IS NOT A

FANCY BLEND

BUT A

PROPRIETARY
BRAND

YOU WILL FIND IT

FAR SUPERIOR

TO ANY

LOCALLY BOTTLED

AND

LOCALLY BLENDED

WHISKIES AT

\$12.00 Per Dozen.

JAS. McINTOSH & CO.,

DISTILLERS,

DUNDEE.

GREGOR & Co.

SOLE AGENTS.

Hongkong, 20th June, 1905.

At Hankow, on the 10th June, to Mr. and Mrs. HERTMAN JONES, a son.

BIRTH.

The Hongkong Telegraph

HONGKONG, TUESDAY, JUNE 20, 1905.

BONDS OF EMPIRE.

Many people in the East, after a casual glance at the sundry "bargain" advertisements which continually appear in the home papers, must have experienced a longing to participate once again in the phenomenal "chances" offered by enterprising shopkeepers in the old country. But until the present time they have been handicapped in a variety of ways. To begin with, all these "bargains" had long passed away before they had come to the knowledge of the resident abroad; and, again, there was always the fear that the excited purchaser might be buying a pig in a poke. Nevertheless, the feeling that there are opportunities to be found in London establishments which could not possibly exist abroad has remained strong. It is a common belief—and one with much truth in it—that a shilling in England is worth more than a dollar in Hongkong, that its buying capacity is more than double that of the Mexican coin, but how to prove it was the question. It is usually a thankless task to appeal to friends in the old country to send out a specified article, and it was a dubious question whether strangers could be trusted. Some of the young lions on the *Daily Mail* recognised that fact, and subscribers to the Overseas Edition are to benefit under a new scheme whose terms and conditions are made clear in one of the recent issues of that newspaper. It has been decided to open a special department for the sole purpose of making purchases in England on behalf of subscribers to the *Overseas Mail*, and no fee or recompense will be charged. It will thus be possible for a subscriber living in the wilds of New Guinea or the back-blocks of China to order through this department a watch from his favourite firm of watch-makers or a box of pens from his favourite bookseller. The department, we are told, will be under the charge of an expert in the buying line, and judging from the preliminary announcement nothing will be too big to handle and nothing too small. It is simply a question of accommodating subscribers. All they have to do is to guess roughly what the article they want will cost, remit that amount to the department in question, and wait for the appearance of their goods. It may happen that the money remitted is insufficient to cover the cost of the article ordered. In that case the department will, should the deficiency be trifling, send on the goods and leave it to the agents of the newspaper to collect the balance; but where there is a large margin between the cost of the article and the amount remitted then the subscriber will be required to increase his remittance to the required amount before his order is fulfilled. In the words of the notice, the department is prepared to "book rooms in hotels and boarding-houses, select suitable apartments for travellers, or schools for the sons and daughters of subscribers; it will reserve berths on ships, or contract for advertisement space in any newspaper. It will negotiate patents, obtain legal advice, purchase stocks and shares, securities, debentures, furniture, pianos, and wearing apparel. In short, every transaction within reason will be gladly negotiated without any extra expenditure on the part of subscribers for the services of the "Agency Department of the *Overseas Mail*." The scheme is described as "the germ of a world-wide organisation," intended to foster trade within the Empire. Rather, it keeps the people who have left England in touch with the mother-country, and if the idea is carried out on anything like the scale proposed it should assuredly effect that purpose. Newspaper enterprise has few limits in these days, and this latest scheme of converting a newspaper office into a sort of glorified bargain store will undoubtedly come as a surprise to the majority of people. Still there is every prospect that it will prove a success; the very novelty of the idea is calculated to appeal to the subscriber in his log cabin or palm matched; and if it helps on the federation of the Empire a great object will have been achieved.

MUNICIPAL OWNERSHIP.

Shanghai was recently in the throes of a discussion on the question of municipal ownership, the particular question under consideration being the retention of the electric lighting plant, equipment, etc., under the control of the Municipal Council. The people of Shanghai, by an overwhelming majority, pronounced themselves in favour of municipal trading so far as the electric lighting of the city is concerned, but nothing was said as to the desirability of the Municipal Council controlling the proposed tramway system, and it is to be presumed that the tramway concession will be given to a private firm. So many opinions are held on this vital subject of municipal trading that all views are worthy of attention. Mr. Charles T. Yerkes, the great American tramway magnate, is distinctly adverse to municipal ownership. In an article which appears in a New York paper, Mr. Yerkes asserts that the municipal ownership of street traction undertakings in London and elsewhere in Great Britain has proved a failure and is "synonymous with incompetence, extravagance and disaster." These are strong expressions, and it has to be borne in mind that they come from an expert, but an expert who has found it to his advantage to form syndicates innumerable to carry on street traction ventures. He has made a fortune over the business and the question is—where would that fortune be if the municipalities had kept their street traction undertakings within their own hands instead of handing them over to private individuals? The answer would seem to be—in the pockets of the ratepayers. Whether Mr. Yerkes is right or the Shanghai people will be seen when the new tramway is running. Meanwhile, advanced radical opinion holds to the theory of municipal ownership.

LOCAL AND GENERAL.

The Hurlingham Club has eliminated pigeon-shooting from its programmes.

SINCE noon yesterday three more cases of plague have been recorded. There are now 170 on record for the year.

It transpires that the injuries received by the German Empress when she fell downstairs recently were more serious than at first reported.

The communication received from a Parsee gentleman is of purely a personal character and not of sufficient public interest to warrant publication in these columns.

It is reported that the Clyde Shipbuilding Yards have received instructions from the Admiralty to install turbine machinery in future battleships built for the Royal Navy.

The sidewheel steamer *Mabilis*, belonging to Captain Luis Yangco, is ashore on the Bataan coast, Philippine Island, about five miles from Manila and will probably be a total loss.

The meeting of the Pacific Cable Conference, is still unarranged, owing to the inability of Sir William Mulock, Postmaster-General of Canada, to name a date when he will be able to attend.

The Colonial Secretary has received a telegram from the Consul-General at Bangkok, stating that owing to the renewal of plague at Hongkong vessels arriving at Bangkok must complete nine full days before entering.

Vice-Governor Ide, secretary of finance and justice, in the Philippines, has issued a statement of the currency movements for the month of May. It shows a decrease of P784,739.73 during the month, in amount of currency in circulation in the islands. This is accounted for, however, by the amount of exchange on New York that has been purchased.

NORWAY has adopted the tricolor as its national flag. Dr. Fridtjof Nansen, the famous Arctic explorer, has been suggested as president of the council of state on account of the active part he has played in achieving the bloodless separation of the two countries. He has shown himself very conservative all through the negotiations and it is believed will make a most excellent president.

In his wildest dreams of vengeance against the cigarette, Dr. Ross never went so far as some of the Legislatures of the United States are now going in their efforts to prohibit the consumption of the insidious little cylinders. On April 18 the local officers throughout the State of Indiana, acting under instructions from the police boards, began the enforcement of the anti-cigarette law. A large number of arrests were reported right away, the prisoners being, not dealers, but persons found smoking cigarettes, or having in their possession paper for making the same. In every case in which a trial was held a fine was inflicted. The leader of an orchestra in Indianapolis, who was caught smoking a cigarette was fined 25 dollars, and he paid up. A well-known citizen of Anderson was ordered to pay 35 dollars for having cigarette paper in his possession, but he appealed, and proposed to test the constitutionality of the law. It was understood that the tobacco trust was behind the appeal, and this was taken to mean that a thorough test of the validity of the prohibitory measure would be made. The State of Wisconsin has recently adopted legislation of a similarly drastic character.

CRIMINAL SESSIONS.

GANG ROBBERY.

Ho Man and Ng Ngau were placed in the dock to undergo their trial before the Chief Justice (Mr. F. T. Pigott) on the charge of committing a gang robbery at Shauhekwan, on the 13th of March last in the house of Wong Kiu, a cattle dealer.

The Attorney General (Sir H. S. Berkeley), instructed by Mr. G. Morrell of the Crown Solicitor's office, prosecuted, and the prisoners were undefended.

The following jury was empanelled:—Messrs. Kochler (foreman), W. Eric Craig, Guy Wood, John Arnold, Isaac S. Perry, St. A. Seith and Frederick Roberts. The Attorney General said the facts of the case were in brief that Wong Kiu was asleep in his house on the night of the 13th of March last, when suddenly the door was broken and complainant saw two men come in, and others standing outside. Wong Kiu jumped up and seized a spear to defend himself, when one of the prisoners stabbed him in the thigh. The robbers then searched the house and stole 300 in money, a pair of shoes, and a pair of trousers and then made off. The only difficulty in this case was the lack of direct testimony against the prisoners, the complainant being unable to identify them, but he could say that the second prisoner went to the house in the same clothes with others and with menaces obtained money from him. The prisoner then said he was dissatisfied with the amount of money he then obtained and said he would return with others. The men, moreover, were of a suspicious nature.

Wong Kiu corroborated this statement, and added that the men pressed him down by the door outside the house, and one of the robbers stood guard over him. The others went in and searched the house. He saw five men altogether. Before the robbers went in he had \$85; and that was taken away from him that night. The money was placed in the box upstairs. After the robbers left he found the box broken and the money gone. They also took a pair of shoes and a pair of trousers. On the 13th March he was sent to the Government Civil Hospital and detained there for treatment till the 9th April. He knew the second prisoner. He saw him at his house when he came with menaces four days before, with three men, and demanded money.

To the man in the white jacket (first prisoner) Sergeant Mackenzie, in charge of the Tai O station, testified that from information he received he went to the house of the prosecutor and found the man lying on his bed, bleeding from three wounds in the thigh, and had him sent to hospital. He found the spear 200 or 300 yards away from the house.

Dr. E. A. R. Laing testified to the man being received into the hospital for treatment, suffering from three wounds in the thigh. The spear produced would be a likely weapon to cause those wounds. The marks on Wong Kiu's thigh were the result of those wounds.

Evidence of the arrest was then given. Chinese constable No. 65 stated that he arrested the prisoner Ng Ngau, the latter said he arrested the prisoner Ng Kiu, the latter said, "the old man Wong Kiu stabbed me first," and showed a patch in his clothes where he had showed the rent made at the time.

His Lordship said that statement was inadmissible, unless the constable warned the prisoner before allowing him to say anything.

The constable said he did not warn him. The first prisoner said the trouble arose out of an alleged theft by Wong Kiu from the second prisoner, and the latter wanted to go to Wong's to get some money to make up for the theft, and asked the first prisoner to go with him. He did not want to go at first, but afterwards he went, and when he got to the house he saw Wong Kiu chasing two other men out of the house with the spear. The old man then stabbed him, the first prisoner, and another man snatched away the spear and stabbed Wong with it. The man who did the stabbing was one Cheung Kat. The first prisoner then went away with the second, and when they got to Tai O the first prisoner thrashed the second for assaulting the old man. The second prisoner then said that he would give evidence against the first prisoner and say that he stabbed Wong Kiu, and then they fought again.

The second prisoner said the police arrested and beat him. He did not acknowledge anything to the police. He only called out "save life." Wong Kiu stole goods valued at \$6 or \$7 from him, and afterwards gave him \$10.00 to make up, but that was not enough, and so he went with the first prisoner to get \$2 or \$3 more from him, and Wong seized the spear and there was some stabbing, and he fought with the first prisoner because of it. He was not a robber. "But if your Lordship says so, I am to be hanged. I shall be hanged, or if I am to go to gaol, then I shall go to gaol—I cannot help it.—That is all I have to say."

His Lordship then briefly summed up. The jury, after a very brief deliberation, returned an unanimous verdict of "guilty" against both prisoners.

The Attorney-General then mentioned to His Lordship that the second prisoner had been found guilty of a similar charge yesterday, sentence being deferred.

The second prisoner was then sentenced to three years' hard labour, the other being sentenced to two years' hard labour.

GANG ROBBERY.

Deferred judgment in the case against Lai Po and Ng Ngau was then determined, the prisoners being sentenced to six months' hard labour each.

EMBEZZLEMENT.

Tang Fuk, ex-convict clerk and third clerk at the Magistracy, was then placed on trial charged with the embezzlement of the sum of \$50 on the 4th of April last.

Sir Henry Berkeley, Attorney-General, instructed by Mr. Morrell, of the Crown Solicitor's office, prosecuted.

Mr. G. N. Ferrers, instructed by Mr. H. W. Looker, of Messrs. Deacon Looker and Deacon, defended.

Prisoner pleaded not guilty, and the following jury was empanelled: Messrs. Nicolai (foreman), A. Moir, Schröder, J. K. Kuyvet, W. F. Rastford, A. Alves, and Hooper.

The facts of this case have been fully recorded in these columns, and are very briefly as follows: Tang Fuk, a clerk at the Magistracy, received \$50 as a fine which had been inflicted on a prisoner, and instead of paying it over to the properly accredited person to receive the same he alleged to have put it in his own pocket and used it himself. On the 4th of April a defendant was fined \$50 by one of the Magistrates, and a friend went to get the money, returning at 5.30 p.m. with the money, and as the short had then gone the prisoner received the money, giving the usual receipt for the same, and making the usual endorsements, but nothing was known of this money until the 16th of May when the auditor discovered that it was missing.

Mr. T. A. Hammer, chief clerk at the Magistracy, was called and produced the counterfoil receipt books, and the depositions in the case in connection with which the \$50 fine was paid, on all of which was the prisoner's signature. The case is proceeding.

THE OPIUM TRAFFIC.

ADVICE TO THE AUSTRALIAN COMMONWEALTH.

BY THE CHINESE CITIZENS.

"A CURSE TO WHITE AND YELLOWS."

STOP IN THE IMPORTATION.

A large and representative meeting of the leading Chinese merchants and citizens of the State was recently held at Sydney at the rooms of the Chinese Empire Reform League for the purpose of taking the necessary steps to urge upon the Commonwealth Government the desirability of prohibiting the importation of opium into the Commonwealth, and seeking legislation rendering it unlawful for anyone to smoke opium or permit or abet such smoking. Mr. Yee Hing (Messrs. On Chong and Co., who control one-third of the opium trade in this State) occupied the chair, and there were many others present who were more or less interested in the opium traffic.

The Rev. Young Wai requested an assurance from those merchants present who were engaged in the opium trade that they were agreeable to abide by the request, to prohibit the traffic in opium, as he recognised that to some firms this meant an enormous sacrifice. All present gave the required assurance.

Mr. Yee Hing gave a detailed statement of the movement, which was initiated in Melbourne. It was proposed to ask the Chinese in Melbourne to distribute petitions for signature throughout the Commonwealth, and as soon as the Federal Parliament met to wait upon the Government and request that the necessary legislation be enacted without delay. (Every 100 cases of opium imported to New South Wales his firm took 80, but notwithstanding this they were of opinion that if the traffic was stopped it would be better for the Chinese generally, to say nothing of the good that would accrue to the European population. They all recognised what the prohibition of the vile stuff meant to the Chinese community, as for a considerable time after being deprived of opium the smoker and eater would be a burden upon them, and it was proposed to inaugurate a fund to provide medicines and comforts for these derelicts—both Chinese and Europeans. He had secured statistics showing the enormous amount of opium that was imported, to say nothing of what was smuggled into New South Wales each year, the figures being as follows:—1898, 15,478 lb.; 1899, 18,919 lb.; 1900, 16,503 lb.; 1901, 28,717 lb.; 1902, 27,480 lb.; and 1903, 18,930 lb. This was smoking opium. There were only about 9,993 Chinese in New South Wales in 1901, and as they were steadily diminishing in number, it would readily be seen the great evil the traffic was working. The Chinese were blamed for this state of affairs by the Europeans, which was unjust, as history showed that in the first place England had forced the opium on China by treaties. The Chinese did not take the opium of their own free will, but were made the medium of distribution, and they had to bear the brunt of the evil results following. He moved a resolution to the effect, "That this meeting of Chinese merchants urge upon the Commonwealth Government the necessity of legislation to prohibit the further importation of opium to the Commonwealth, and also that it is desirable that it be made punishable to smoke opium or aid and abet in such smoking."

Mr. John Hoe seconded the motion, which was carried unanimously.

Mr. S. Wong moved—"that a deputation of the Chinese merchants and citizens wait upon the Evangelical Council and General Booth, asking their co-operation in the matter." He said that he did not think the clergy were fully conversant with the evil that was being wrought by opium, for, if they were, they would be found lifting up their voices just as strong as they did against the gambling and drink evils. If opium had never been introduced into China, the Chairman would not have had a yellow face, and there would have been no need for a White Australia as far as he was concerned—for color was everything.

The Rev. Young Wai, in seconding the motion, said his position as a clergyman brought him face to face with some deplorable incidents traceable to the drug. He has often been asked the question why the Chinese did not do something to eradicate the evil, and he had pointed out that they were powerless in the matter, inasmuch as Chinese were not allowed a voice in the government of the Commonwealth. He hoped the crusade against the traffic would be successful, and if it was he was sure they would earn the everlasting gratitude of their European friends.

Mr. T. J. Law, in supporting the motion, quoted figures to show that the traffic from India to Great Britain was just as bad as in any other part of the world. From 1838 to 1901 the enormous total of 284,582 tons was imported, or an average of 142 tons for every year. He was pleased to see that the British people were waking up to the fact that the traffic was doing irreparable injury to humanity, for on December 9 last they held an overflowing meeting in Exeter-hall, London, "calling together Christians, under a deep sense of duty, to unite in a determined effort to bring our national connection with the opium traffic to an end." The European people of Australia should likewise be up and doing, and he trusted the Chinese would receive every encouragement and assistance from their European friends, as both had a common cause to fight for. Japan had very strict laws dealing with opium, and would not allow it in under any consideration, and there was no reason why Australia could not take up the same stand. It was rightly considered a great sin to make a profit by trading in the virtue of young girls, but it was a greater sin for a Government to make a profit out of the manhood of their citizens. He urged his countrymen to agitate for the prohibition of the traffic all they knew, and he felt sure that the Chinese would be blessed for their efforts to bring about a nobler and purer state of social conditions than at present existed.

Mr. H. Fine Chong, Choy Hing, and others also spoke, and the motion, on being put, was carried unanimously. Arrangements are being made to hold an anti-opium demonstration in one of the large halls of the city shortly, when the leading politicians, clergymen, and citizens will be asked to take part.—*Sydney Daily Telegraph*.

VICTORIA RECREATION CLUB.

REPORTS OF THE SUB-COMMITTEES.

The annual general meeting of members of the Victoria Recreation Club will be held in St. Andrew's Hall, City Hall, on the 29th inst., at 5 p.m. The reports of the sub-committees have been issued, and from them we gather the following information:—

BOAT-HOUSE SUB-COMMITTEE.

The sub-committee are glad to record that considerable interest was taken in rowing during the last season and good entries were accordingly received both for the regular races at the Annual Regatta and the scratch events. One notable feature was the marked improvement in form displayed by several rowing members and it is hoped this, together with the keenness, will be maintained.

The various boats and oars have been overhauled from time to time during the period under review and are now in good working condition. The new combined pair-oar and double-scull boat *Lily* has proved herself a very satisfactory little craft and a useful augmentation to the Club fleet. A new light "four" has been ordered from Clapier, London, and as the Hongkong Boat Club and Canton Rowing Club are both being supplied with similar boats by the same builder, future inter-club racing will be put on a more interesting footing.

The cordial thanks of the club are due to Mrs. Barnes-Lawrence for kindly presenting the prizes at the Annual Regatta.

BATH-HOUSE SUB-COMMITTEE.

The bath-house has maintained its popularity with the members, greater interest than ever having been taken in this part of the club in spite of its unfavourable situation.

The annual aquatic sports were held on the 5th, 6th, and 7th September, the hearty support tendered by the public being much appreciated. The long distance championship of the Colony was won by Mr. J. Wicheil, the 200 yards championship of the colony by Mr. C. J. Cooke, and the 100 yards championship by Mr. U. Humphreys.

The best thanks of the club are due to Mrs. Barnes-Lawrence, for kindly presenting the prizes at the close of the aquatic sports.

GYMNASIUM SUB-COMMITTEE.

The committee beg to report that this Department is equipped with a full set of gymnastic appliances, quite ample for the present needs of the club, but they regret to note that members have practically made no use of them. In fact, the gymnasium has been used more for getting out of, than into, training, three well attended smoking concerts having been held there on the 6th February, 30th April, and 15th October. Probably more use will be made of this department when the club premises are removed to Hongkong; this at any rate is the hope of the committee, who at present could not recommend expenditure at all on this department.

A CHINESE DEBTOR.

In the Hongkong Summary Jurisdiction Court to-day, before his Honour Mr. Justice Wier, an action at the instance of Tse Tan Shung Tong alias Tse-Pung against Chan Shing Yu was called.

Mr. R. A. Harding appeared for the plaintiff, the defendant was not present nor was he represented.

The plaintiff claimed \$1,000, being part of a loan of \$1,548 which had been made to the defendant on 8th March, 1905. When asked to re-pay the loan the defendant had promised to do so, but had failed to keep that promise, with the result that this action was taken. The plaintiff claimed \$148 of the total amount due bringing the claim down to \$1,000.

Judgment for plaintiff with costs. It was stated that there were other actions for debt against the defendant.

Mr. William O'Doherty, Nationalist member for North Donegal, was seized with a fit of apoplexy, while sitting in the House of Commons. He was removed to the Westminster Hospital, but died almost immediately. Mr. O'Doherty had represented North Donegal since 1900. He was born in Carrondagh, Co. Donegal, in 1868, and married in 1894 a daughter of William Mitchell, shipowner. He was educated at St. Columba's College, Londonderry, and admitted as a solicitor in 1893. In 1891 he was elected as coroner for Innishowen, as member of the London Corporation in 1896, and was chairman of the Public Health Committee.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 20th at 11.55 a.m. The barometer has risen over China and Formosa.

Yesterday afternoon the typhoon was continuing on its course towards NE, and approaching the Loochoo Islands. The Japanese returns are lacking this morning.

Conditions again favour the formation of a depression over the N. part of the China Sea. Moderate to fresh N.E. and E. winds are expected to prevail in the Formosa Channel, and along the northern shores of the China Sea.

Forecast:—Moderate to fresh E. winds; squally; showery.

SHIPPING AND MAILS.

MAILS DUE.

German (*Sachsen*) 21st inst.
American (*Siberia*) 23rd inst.
Indian (*Kumrang*) 25th inst.
French (*Touraine*) 26th inst.

The C. P. R. Co.'s *Albatross*, arrived at Vancouver at 1.30 p.m. on 17th inst.

TELEGRAMS.

(Reuters.)

Second Test Match Abandoned.

LONDON, 18th June.

Drenching rain has caused the second test match to be abandoned.

The Prospects of Peace.

RUSSIAN DENIAL.

The Russian Foreign Office denies the exchange of views for an armistice.

The Morocco Question.

It is understood, that in view of the seriousness of German pressure and the real anxiety in French political circles regarding German intentions, Mr. Rouvier hesitates about refusing to join the Conference on Morocco, in spite of emphatic assurances from England that she will give her fullest support to French policy.

The positive refusal of Great Britain to join the Conference somewhat complicates the situation.

It is an undoubted fact that the French army corps on the frontier are being brought up to full strength and leave to officers restricted.

Later.

The French *Temps* in a leading article says that Mr. Louth's refusal to adhere to the proposed international conference on the Morocco question was based on instructions given prior to the resignation of M. Delcasse, and declares that Great Britain is bound by the entente not to embarrass France.

PHILIPPINES AS NAVAL BASE.

Boston, May 9.—More evidence of really expert judgment would add weight to the declarations of some of our older naval officers who appear just now much concerned over the military perils of American occupation of the Philippines. Without discussing the value of the islands as an investment for us, economically, it is not difficult to show that these islands have not the best foundation. Rear Admiral Melville, indeed, sounds a much discredited note in saying that our present navy can hardly protect our home coasts. The hopelessness of an invasion of our continental territory is well understood by military men the world over. As to the naval side, the whole course of history proves that offence and not defence is the opening to victory. That portion of history which includes the Spanish War, with its ridiculous panics among our Atlantic coast hamlets, should be too recent for even a retired naval officer to forget. So much for our continental coasts; and for ten years to come it is only our Atlantic coast that can enter the question. Elsewhere in the Atlantic, our points of danger in a war with a European Power are the islands which serve as outposts to the Panama Canal. These, perhaps, Admiral Melville would hardly counsel abandoning. The people, at least, believe in the canal, and by the same token believe in insuring our control of its eastern approaches by the building of an adequate fleet. Even in the West Indies it is not the occupation per se of this or that island that would threaten us, but the successful maintenance of a hostile fleet strong enough to prey on our commerce and defy our warships. The answer to this peril is a powerful offensive navy of our own, which operating from home bases can defeat in battle the foreign fleet far from its own ports. No naval attack on us can make a victorious war unless it can control the Caribbean. All considerations make that the centre of any movement against us, and the opening of the canal will change the situation only by making necessary a greater naval force of our own in those waters.

What is the situation in the Pacific? Supposing the Philippines to be abandoned, we should have some coast cities on which an unopposed enemy might levy heavily unless beaten by our Pacific squadrons. There would also be the western terminus of the canal to protect, supposing that any European power chose the longest way to come at us. If this were the whole of the matter, our Pacific fleet might indeed well be small.

But this is not the whole of the matter. Our Asiatic commerce, not our Pacific coast, is our vulnerable point on the west. Commerce destroying may indeed be enjoined by international pledge, but are we to trust ourselves to the pledge of an enemy, which war opens to him a great opportunity in disregard of a mere Hague convention? If not, then our defence in the Pacific must be offence. The enemy's commerce, not our own, must be in peril. Our supposed enemy need not cross the Pacific to close our Pacific ports. To keep them open, our Pacific squadron must go to Asia, where the enemy's fleet would be, and where, be it noted, every one of our possible antagonists has interests the destruction of which would be almost sufficient to end a war in our favour. Granting, then, that we must carry our naval war into Asiatic waters, as a defensive measure, though by offensive action, the value of the Philippines as a base is not open to argument. Dewey's plight when Hongkong was closed to him is sufficient evidence in point. From the Philippines as a base we could make, if only a diversion, such a diversion as would enormously embarrass the enemy by dividing his forces. One other supposable case is that of war with Japan. In that highly improbable event, our Pacific fleet could be reinforced by a large part of the Asiatic fleet, and the war waged on equal terms—but with this huge difference in our favour—that our Pacific ports would be four thousand miles from Japan's fleet, while all her commerce would be only a thousand miles from ours.

Our Asiatic commerce, then and not possession of Philippines, is our vulnerable point in the Pacific. Under protection of that commerce comes any part we may have to take to keep Asia open to our trade. For this commerce we must have a powerful fleet. As a naval base, the Philippines are invaluable; not a source of weakness, but an addition to our strength in time of war.—*Continued.*

THE PEAK TRAMWAYS.

THE AMALGAMATION SCHEME.

MR. BROWN SEKS INFORMATION.

Another largely attended meeting of shareholders in the Hongkong High-Level Tramways Co., Ltd., was held this afternoon at the offices of the company, Alexandra Buildings, when the resolutions passed at an extraordinary general meeting of the Company were confirmed as special resolutions. Mr. Henry Humphreys presided, and there were also present the Hon. Mr. C. W. Dickson and Messrs. J. Orange (consulting committee), J. A. Jupp, T. F. Lough, T. Arnold, E. Bowdler, W. Cruickshank, J. E. Joseph, G. Potts, G. M. Bain, H. P. White, P. C. Potts, Ho Fook, D. E. Clark, A. Cameron, D. E. Brown, J. L. Otter, Lau Chu Pak, J. M. Wong, Capt. Giddard, J. Johnston, P. S. Jameson, Sin Tak Fung, A. Morley, E. A. Ram, H. J. Geddes, C. B. Dwyer, J. A. Tarrant and F. S. Forrest.

Mr. Jupp having read the notice convening the meeting, the Chairman said:—Gentlemen, this meeting has been called to confirm the resolutions which were passed at an extraordinary general meeting of this company held on the 3rd of this month. Before putting these resolutions for confirmation I shall be pleased to answer any questions which shareholders may wish to ask.

MR. BROWN'S OBJECTIONS.

Mr. Brown, who rose amid some applause, said:—Mr. Chairman and gentlemen, before the resolutions are put to the meeting I would like to make a few remarks to begin with to be followed by a few questions which I would like the general managers to answer. Since the last meeting on the 3rd instant a number of letters including two from myself and one in reply to my first from the general managers have appeared in the public press. Those letters speak for themselves, and although the general managers, in their reply, attempted to prove me wrong, they utterly failed to do so in a single instance in connection with any statement I made. They tried to justify their advocacy of the present scheme, by simply accusing me of "inaccuracy based upon insufficient knowledge," and questioning my right to protect my own interests as a shareholder in the present Company for the reason that I am not as old a shareholder as some who are going to benefit financially much more than others in what is termed "a reconstruction of the company," but which I call and have called from the beginning, an unwarranted and unjustified sacrifice of one of the best paying properties in the Colony, at about half its value, to a syndicate or company of outsiders whose money is not at all likely to be put into the construction of an opposition line, unless they can buy us out at a price that will not only enable them to paint up their prospectus, but will be the one factor in enabling them to promise investors any return on their money before three years at least. Does it look reasonable to you, gentlemen, that \$250,000 is all that our present tramway lines worth as a going concern, earning as it has in the past net profits of over 40% and capable, as it certainly will be, of earning in the next three years further net profits of \$50,000 per year on a capital of only \$125,000? It is to my mind, gentlemen, a much better asset at \$500,000 than investors will find the new line, which is going to cost that much to build. The general managers are using every effort, for reasons known to themselves, to make it appear that the contemplated opposition of the projected new line warrants a dissolution of the company and this sacrifice sale. Here I take issue with them and can only say, that it is probably a good thing that a bit of new blood has become interested in the old company, when what is claimed to be 75% of the old blood is willing to desert the ship and hand it over practically as salvage to a new concern who for the next three years can only threaten, and who even then will not be able to injure us as much as this sacrifice scheme, which is characterized in some quarters in language not at all complimentary to the promoters. I use the word "promoters" as I understand the new company is not yet formed. I also understand (though the general managers have not up to the present volunteered any details to shareholders) that the purchaser (when the purchase is put through) of the "Findlay Smith Concession" is not the present Tramway Company, neither were they the negotiators, as intimated by the general managers when replying to a question asked by Mr. Moir at the last meeting, but a firm or company styled the "China Commercial Company," who I understand have undertaken to underwrite the new company for its promoters who in turn are depending on buying off the old company at their own price—a price for many reasons much more advantageous to them than to us. If I am considered wrong in this, and wrong in my estimate of the old company's ability to continue to stand alone, let the shareholders who think otherwise and are advocating this scheme put their shares on the market at \$300 per share (the price they want to force the minority to accept) and see how soon they will be snapped up by the public, and how soon the price will return to its legitimate market value of \$300 or over per share the moment it becomes known that this scheme to curb its earning power has been knocked on the head (applause). The foregoing, gentlemen, are my reasons for opposing the scheme, and I will contend that resolution No. 1, even if declared carried, does not constitute a "voluntary" dissolution and winding up of the old company until the assent of every shareholder has been obtained, and although we may again be outvoted to-day, I am glad to have received so many assurances from the public as to the justice and reasonableness of my claim, and good wishes for success in my efforts. In conclusion, in case I may be wrong in detail in some of my foregoing remarks, I should like the general managers to put me right by answering the following questions:—

EMBARRASSING QUESTIONS.

The first question is: Who comprises the syndicate promoting the new company?

The Chairman:—There is no syndicate. The new company has yet to be formed.

Mr. Brown:—I know that.

The Chairman:—There is no syndicate.

Mr. Brown:—Who comprises the present syndicate promoting the new company?

The Chairman:—There is no syndicate.

Mr. Brown:—Who are the gentlemen moving in this? Who are the syndicate promoting the new company? Who are the gentlemen who comprise the syndicate promoting the new company?

The Chairman:—The new company is not formed.

Mr. Brown:—I know that. That is not an answer to my question. Who are the gentlemen comprising the syndicate promoting the new company?

The Chairman:—If there is no syndicate there can be no gentlemen promoting the new company.

Mr. Brown:—Do you consider that an answer to my question?

The Chairman:—I do.

Mr. Brown:—Nobody is moving in the matter then?

The Chairman:—Yes.

Mr. Brown:—Who is moving in the matter?

The Chairman:—I am moving.

Mr. Brown:—You are moving. Are you the syndicate moving in the matter?

The Chairman:—And the Consulting Committee will be interested in the new company and the majority of the consulting committee will be on the committee on the new company.

Mr. Brown:—Are they the syndicate or promoters?

The Chairman:—There is no syndicate.

Mr. Brown:—Are they the promoters of this scheme?

The Chairman:—There are no promoters at present.

Mr. Brown:—There must be, or the scheme could not be so far advanced as to bring it before an extraordinary general meeting of this company. I simply asked you who are the gentlemen—asked you to inform the shareholders who are the gentlemen who comprise the syndicate that is promoting the new company and the purchase of the old company for \$250,000, and the purchase of the Findlay Smith concession.

The Chairman:—The general managers and consulting committee of the present company are, practically, and also the shareholders who are in favour of the resolutions.

Mr. Brown:—They are the syndicate who are promoting the new company?

The Chairman:—There is no syndicate.

Mr. Brown:—Do I understand that?

The Chairman:—There is no syndicate.

Mr. Brown:—A body of gentlemen then. There is somebody you must call yourselves somebody. What are you?

The Chairman:—I consider I have answered your question.

Mr. Brown:—You consider you have.

The Chairman:—Yes.

Mr. Brown:—Alright. If that is your answer, who carried on the negotiations with Mr. Findlay Smith, or his agent, and who appears as the purchaser of his concession?

The Chairman:—Mr. Kadoorie acting as a broker.

Mr. Brown:—As a broker for whom?

The Chairman:—For the old company and also the new.

Mr. Brown:—For the old company?

The Chairman:—For the old company.

Mr. Brown:—Is the syndicate confined at present to the gentlemen named in the "China Mail" about a month ago as the probable future consulting committee and general managers? Are those the gentlemen who are the promoters of the new company?

The Chairman:—No.

Mr. Brown:—They are not?

The Chairman:—It depends on what you call promoters. There can be no promoters until the company is promoted. It has not been promoted yet.

Mr. Brown:—They can be promoted at the same time.

The Chairman:—I think the question has been answered already.

Mr. Brown:—Are these the gentlemen who are promoting this scheme or who are interested in it—are they the gentlemen named in the "China Mail" about a month ago as the probable future consulting committee or general managers?

The Chairman:—I think the question has already been answered by a previous question.

Mr. Brown:—I don't think it has been answered by a previous question.

The Chairman:—Who are they? Name them.

Mr. Brown:—I can name them if you like.

The Chairman:—Name them.

Mr. Brown:—I forget the exact date that this item appeared in the "China Mail" but that can be ascertained later. The clause dealing with this question states, "The new company will be under the management of Messrs. John D. Humphreys and Sons, with a consulting committee consisting of Sir Paul Chater, C.M.G., Hon. Mr. C. W. Dickson, Messrs. C. Ewens and A. J. Raymond." Are these the gentlemen who are the promoters of this scheme?

The Chairman:—Mr. Dickson was not mentioned as being a member of the Consulting Committee which was published, but he has always been so, and he will be a member of the new Consulting Committee to be formed.

Mr. Brown:—Are they or are they not?

The Chairman:—Some of them are; and some of them are not.

Mr. Brown:—Who are not?

The Chairman:—Mr. Raymond is an additional member of the Consulting Committee and so also is Sir Paul Chater.

Mr. Brown:—He is not one of the gentlemen at present interested in the promotion of the new scheme and the formation of the new company?

The Chairman:—Interested to the extent of that paragraph.

Mr. Brown:—Interested to the extent of that paragraph?

The Chairman:—Yes.

Mr. Brown:—Are there any others connected with them; any other gentlemen outside of the old company?

The Chairman:—No, anyone may take shares in the new company and be interested in it.

Mr. Brown:—I am not talking about probable investors, but about people interested with you in the present promotion of the new scheme. Who are the other gentlemen?

The Chairman:—All the shareholders who pass these resolutions; that is all.

Mr. Brown:—Are there any more?

The Chairman:—No more.

Mr. Brown:—What connection, if any, has Messrs. Benjamin, Kelly and Potts with the deal, or how much are they, or the China Commercial Company going to receive for underwriting?

The Chairman:—I have already said that Messrs. Benjamin, Kelly and Potts are acting as brokers.

Mr. Brown:—For the corporation of gentlemen forming the new company?

The Chairman:—For the old company.

Mr. Brown:—It is not for the old company; they cannot act until it is dissolved. It is a company of gentlemen, a syndicate of promoters. That is what it is.

The Chairman:—Mr. Kadoorie was employed as a broker to obtain the concession. That he has done, and for that he will be paid \$10,000. There will be no other money paid whatsoever. Mr. Findlay Smith will be paid \$25,000.

Mr. Brown:—Where is that money to come from to pay Mr. Kadoorie for underwriting this scheme?

The Chairman:—There is no question of underwriting.

Mr. Brown:—For floating it.

The Chairman:—There is no question of floating it.

Mr. Brown:—There must be.

The Chairman:—He has bought for us a concession which we instructed him to buy.

Mr. Brown:—Not as a company. You cannot act as a company until you dissolve, and commence as a new concern. There is a syndicate—a company of promoters.

Mr. Orange:—I have no knowledge of it.

The Chairman:—We have power under the articles of association to float a new company.

Mr. Brown:—You claim you have power?

The Chairman:—We have.

Mr. Brown:—To become a part of a promoting syndicate to dispose of the old company by the new charter and form a new company?

The Chairman:—Exactly.

Mr. Brown:—Exactly. Right.

The Chairman:—There being no other questions I move that the following resolution be confirmed: "That it is desirable that the Company may be dissolved and that it be wound up voluntarily."

Mr. Arnold seconded.

Carried. Capt. Goddard, and Messrs. Cameron and Brown were the only dissentients.

Mr. Murray Bain proposed the confirmation of the resolution. "That the General Managers be and they are hereby appointed Liquidators."

Carried. The three gentlemen named above voting against the proposition.

Mr. White proposed the confirmation of the following resolution. "That the Liquidators be and they are hereby authorised to consent to the registration of a New Company to be named the 'Peak Tramways Company, Limited,' with a Memorandum and Articles of Association which have been prepared with the approval of the Consulting Committee of the Company."

Mr. Lau Chu Pak seconded, and Capt. Goddard, and Messrs. Cameron and Brown again voted against it.

The motion was confirmed. "That the Liquidators be empowered to sell to the 'Peak Tramways Company, Limited,' the undertaking of this Company at the price of \$200 per share either in cash or shares of the 'Peak Tramways Company, Limited,' at the option of shareholders of this Company and to enter into all necessary agreements to that effect."

Mr. Tarrant seconded.

The motion was carried with the three dissentients.

The Chairman:—That is all the business, gentlemen. Thank you.

COLLISION IN HONGKONG.

CARELESS MASTER'S CERTIFICATE SUSPENDED.

In the Marine Court to-day—before the hon. Captain L. A. W. Barnes-Lawrence, R.N.—an inquiry was conducted into the circumstances attending the collision of the British steamer *Shun Lee*—Mr. John J. Ewing, master—and the steam launch *Hung On*—Kwok Tai, master—on the morning of the 13th inst.

According to the evidence given by Captain Ewing, the *Shun Lee* entered the western end of the southern fairway at 3.15 a.m. and when approaching the wharf of the French Canton steamers he saw a green light about two points on the port bow. He gave one short blast and ported the helm; the launch answered with two blasts and the *Shun Lee* replied with one. They were about 50 yards apart at this time and to avoid danger the *Shun Lee* reversed the engines when it was seen that the launch was taking no steps to keep clear. It was too late to avoid a collision then, however, and the *Shun Lee* struck the launch on the starboard side towards the wheel house. The vessel's engines had been reversed for some two minutes so that they had really no way on.

Kwok Tai, the master of the *Hung On*, said that when he blew two short blasts he meant that he was porting his helm, and he believed the *Shun Lee* was doing the same. When he saw the red light he stopped the engines and went astern, but a collision could not be avoided.

A seaman on the *Hung On* said the helm was starboarded and not ported. He generally corroborated Captain Ewing's story.

The Court held that Kwok Tai was to blame for putting the helm the wrong way and tempting to pass the *Shun Lee* instead of astern. The licence of Kwok Tai would be suspended for three months.

COMMERCIAL.

Advices from Shanghai, dated 15th inst., state:—Business reported:—Shanghai and Hongkong Wharfs at Tls. 194 October. Farnham, Boyds at Tls. 162 for June, at Tls. 166 for August, at Tls. 167 September. Shanghai Lands at Tls. 120. Lao Kung Mow at Tls. 40. Perak Sugars at Tls. 73 for July. Sumatras at Tls. 68. Lengkats at Tls. 222 for July ex. div. Telephones at Tls. 68 c.n.t.

Business done direct:—Shanghai and Hongkong Wharfs at Tls. 185 for June, and Tls. 189 for July. Indo-Chinas at Tls. 71 for September. Farnham, Boyds at Tls. 161 cash, Tls. 146 for July, and Tls. 166 for August.

TO-DAY'S EXCHANGE.

Selling.
London—Bank T.T. 10 9/16
Do. demand 11/10
Do. 4 months' sight 11/10
France—Bank T.T. 36 1/2
America—Bank T.T. 45 1/2
Germany—Bank T.T. 19 1/2
India T.T. 140 1/2
Do. demand 140 1/2
Shanghai—Bank T.T. 7 1/4
Japan—Bank T.T. 9 1/4
Java—Bank T.T. 11 1/2
Buying.
6 months' sight L/C. 11/10
6 months' sight L/C. 11/11
30 days' sight San Francisco & New York 46 1/2
4 months' sight do. 47 1/2
30 days' sight Sydney and Melbourne 11/11
4 months' sight France 2 40
6 months' sight do. 2 41
4 months' sight Germany 1 97
Bar Silver 77
Bank of England rate 2 1/2
Sovereign 10 6 1/2

OPIUM QUOTATIONS.

To-day's quotations are as follows:—
Malwa New @ 1,140
" Old @ 1,180
" Older @ 1,230/1,260
" Oldest @ 1,340
Patna New @ 1,112
Benares New @ 1,080
Persian (Patna) 78 3/10

It will interest the Australian people to learn that the Secretary of War of the United States of America intends to visit that country. The Canadian correspondent of the Sydney *Daily Telegraph* says:—As soon as President Roosevelt gets back to Washington—at the time of writing he is still hunting bear in the wilds of Colorado—Mr. Taft, the United States Secretary for War, will prepare for the trip of himself and a distinguished party to the Philippines. It is highly probable that this tour will be extended to Australia. Among the "Taft tourists" will be Miss Alice Roosevelt, who, our correspondent writes, is looking forward with eager curiosity to the trip across the Pacific. It is understood that she is highly delighted at the suggestion that the tour be extended to embrace Australia a country she has often wished to visit.

To-day's Advertisements.

THE GREAT NORTHERN TELEGRAPH COMPANY, LIMITED.
HONGKONG STATION.

REFERRING to the notice of 20th December, 1904, and subsequent notices, SENDERS OF TELEGRAMS are hereby advised that from 1ST JULY NEXT, the Currency equivalent of the Franc will, subject to revision after three months, be fixed at \$0.43, at which rate the charge for all telegrams will be collected from the said date.

OLAF NIELSEN,
Superintendent.
Hongkong 20th June, 1905. [670]

NOTICE.

THE Interest and Responsibility of Mr. J. D. LAMKE in our Firm CEASED on April 29th, 1905.

LAMKE & ROGGE.
Hongkong, 20th June, 1905. [671]

THE DAIRY FARM CO., LIMITED.

AUSTRALIAN FROZEN MEATS.
BEEF—Sirloin, Rump or Porterhouse Steak 30 Cents per lb.
Soup Meat 16 " "
Various 12 " "
MUTTON—Loins Chops 32 " "
Leg 30 " "
Kib 26 " "
Fore Quarters 22 " "
Breast 12 " "
LAMB—Leg, Loins Chops or Hind Quarters 34 " "
Rib Chop 32 " "
Fore Quarters 28 " "
PORK—Leg or Loin 45 " "
Chops 40 " "
Shoulder 30 " "

NOTICE.

Orders received before 8 a.m. can be filled at Noon.
Orders received before Noon can be filled at 3.30 p.m.
Orders received before 3.30 p.m. can be filled first thing the next morning.
Hongkong, 20th June, 1905. [45]

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship "TOURANE," Captain —, will be despatched for the above Ports, on or about MONDAY, the 26th instant.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 20th June, 1905. [7]

Entiminations.

ROBINSON PIANO COMPANY, LD.

THE PUBLIC MAY RELY

IMPLICITLY ON GETTING

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OF THE

HIGHEST CLASS

EMBODYING THE VERY BEST

MUSICAL AND WEARING

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AT

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OUR CLIENTS HAVE THE

ADVANTAGE OF OUR

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Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
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CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"ALIA"	23rd June.
GLASGOW and LIVERPOOL	"IDOMENEUS"	30th "
GLASGOW and LIVERPOOL	"STENTOR"	7th July.
GLASGOW and LIVERPOOL	"PATROCLOS"	14th "
GLASGOW and LIVERPOOL	"KEEMUN"	14th "
GLASGOW and LIVERPOOL	"PAKLING"	18th "
GLASGOW and LIVERPOOL	"ACHILLES"	28th "
GLASGOW and LIVERPOOL	"ANTENOR"	3rd August.
GLASGOW and LIVERPOOL	"MACHAON"	4th "
GLASGOW and LIVERPOOL	"ORESTES"	5th "
GLASGOW and LIVERPOOL	"ULYSSES"	9th "
GLASGOW and LIVERPOOL	"ODPACK"	9th "

HOMeward.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	21st June.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	4th July.
LONDON, AMSTERDAM & ANTWERP	"HYSON"	18th "
GENOA, MARSEILLES & LONDON	"TELEMACHUS"	18th "
LONDON, AMSTERDAM & ANTWERP	"ALIA"	1st August.
LONDON, AMSTERDAM & ANTWERP	"IDOMENEUS"	15th "
LONDON, AMSTERDAM & ANTWERP	"STENTOR"	20th "
GENOA, MARSEILLES & LONDON	"PAKLING"	28th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILROAD CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"MACHAON"	7th August.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"OANFA"	28th June.
	"TELEMACHUS"	18th July.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 20th June, 1905.

CHINA NAVIGATION CO., LIMITED.

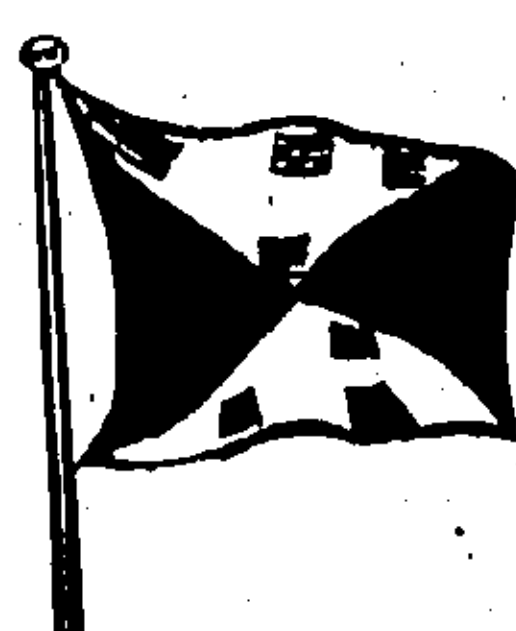
FOR	STEAMERS	TO SAIL
SWATOW, WEI-HAI-WEI, CHEFOO and TIENTSIN	"CHIHI"	21st June.
YOKOHAMA and KOBE	"CHINGTU"	21st "
SHANGHAI	"SHAOHSING"	22nd "
SHANGHAI	"TIENTSIN"	23rd "
CEBU and ILOILO	"KAIFONG"	23rd "
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY and MELBOURNE	"CHINGTU"	10th July.

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 20th June, 1905.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewards carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 24th June, at Noon.
RUIH	2540	A. H. Nottley	"	SATURDAY, 1st July, at Noon.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 17th June, 1905.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	About
"NORDPOL"	THURSDAY, 22nd June.
"INDRAWADI"	25th July.

For Freight and further information, apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 12th June, 1905.

BOO CHEONG,

STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.

HAS always on hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cyclostyle
and Ellman's Duplicator.
Hongkong, 23rd February, 1905.

TSANG FOO & CO.,

COAL MERCHANTS AND STEVEDORES,
48, DES VŒUX ROAD.

SHIPS Coaled from alongside at the shortest
notice, and with all possible dispatch.
Prices Moderate. Telephone No. 339.
Hongkong, 1st October, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

EDUCATION IN PASSAGE RATES.

From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 1st February, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI"

Captain T. AUGUST, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 7.30 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 3.30 P.M.,
if tide permits.

FARES:—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.
Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single, 30
cents, Return, 50 cents; Steerage, 10 cents.

Breakfast, Tiffin and Dinner can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$1.

On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.

First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.

The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

MING ON & Co.,
2nd Floor, No. 16, Victoria Street,
Hongkong, 13th June, 1905.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland
Ports, and taking through Cargo to Adelaide,
New Zealand, Tasmania, &c.)

THE Steamship

"AUSTRALIAN"

Captain McArthur, will be despatched for the
above Ports, on WEDNESDAY, the 12th July,
at Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Pro-
visions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with
the Electric Light.

A duly qualified Surgeon and Stewards are
carried.

N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 16th June, 1905.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" 1,130 J. P. MARTIN.

"KWONG TUNG" 1,130 H. W. WALKER.

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).

Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).

These Fine New Steamers have unequalled
Accommodation for First Class Passengers and
are lit throughout by Electricity.

Passage Fare—Single Journey \$4

Meals—The Company's Wharf is a short distance
West of the Harbour Master's Office.

SHIU ON S.S. CO., LD.,
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West,
Hongkong, 10th January, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
MANILA	"YUENSANG"	FRIDAY, 23rd June, 3 P.M.
SHANGHAI	"HANGSANG"	FRIDAY, 23rd June, 3 P.M.
S'GAPORE, PENANG & CALCUTTA	"SUISANG"	SATURDAY, 24th June, Noon.
SANDAKAN	"MAUSANG"	TUESDAY, 27th June, 3 P.M.
TIENTSIN	"ESANG"	WEDNESDAY, 28th June, 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.
‡ Taking Cargo on through Bills of Lading to Lahad Datu, Simporna, Tawao, Kudat, Usukan,
Jesselton and Labuan.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 20th June, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE and YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH
THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NICOMEDIA"	4,370	Wagner	July 1st, 1905.
"NUMANTIA"	4,370	Brehmer	July 16th "
"ARABIA"	4,483	Metzenhain	August 6th "
"ARAGONIA"	5,198	Schuldt	August 26th "

Three Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

TRIPS TO CANTON AND MACAO.

THE Yuk On Company's Splendid Steamer

"YING KING"

1,088 tons, Registered.

Captain E. I. Page, will leave Hongkong for
Canton every MONDAY, WEDNESDAY
and FRIDAY, EVENING, at 9.30 P.M.,
returning to Hongkong every TUESDAY,
THURSDAY and SATURDAY, about 5 P.M.

On SUNDAYS she makes an EXCURSION
TRIP TO MACAO, leaving Hongkong at
8.30 A.M., and returning from Macao about
7.30 P.M.

The "YING KING" is especially fitted for
these runs, is the newest, fastest and most
luxuriously furnished steamer on the line and
is lighted throughout with Electricity, also hot
and cold water is supplied.

FARES:

First Class single journey to Canton \$3.00

Second " " " " 1.50

First class single journey (to Macao \$2.00

Second " " " " 1.00

Third " " " " 50 Cents.

Breakfast, Tiffin or Dinner \$1 each only.

Wine and Spirit of the best brand are used.

The wharf in Hongkong is at the West end
of Wing Lok Street.

The wharf in Macao is the same as the
S.S. "Pernambuco."

For further information, apply to the Office of
YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street, Hongkong,
or to

Messrs. WENDT & Co., Canton Agents.
S. A. NORONHA, Macao Agent.

Hongkong, 17th May, 1905.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENLOMOND"

Capt. Henderson will be despatched as above
on or about the 24th instant.

For Freight, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 14th June, 1905.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"ARRATOON APCAR"

Captain E. Fey, will be despatched for the
above Ports, on FRIDAY, the 23rd instant,
at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED.
Agents.

Hongkong, 19th June, 1905.

REGULAR STEAMSHIP SERVICE
TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast)

PROPOSED SAILINGS FROM HONGKONG

1905.

ABOUT

"MONTROSE" 27th June, 1905

"ST. HUGO" 15th July, "

"SHIMOSA" to follow.

For Freight and further information, apply

DOUGALL & Co., LIMITED

Agents.

Hongkong, 8th June, 1905.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN

CONVENT, CAINE ROAD, begs most

respectfully to APPEAL to the Residents of

Hongkong and the Coast Ports, for their kind

patronage and support, and desires to state that

she will be pleased to receive orders for all kinds

of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs

and Collars renewed on old ones.

Ladies and Children's Under-clothing, Cor-
sets, Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.

The Superioress will also be most grate-
ful for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 17th April, 1905.

HONGKONG AVERAGE MARKET
PRICES.

Corrected 17th June, 100 cts. per 5 Mts.

BUTCHER MEAT.

Cents.

Beef sirloin & prime cut—Mei Lung Pa B

" Corned—Ham Ngau Yuk

" Roast—Shiu

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" Serjain—Ngau Lau

" Sausages—Ngau Yuk Chang

" Bullock's Brains— " Know

" Tongue fresh—Ngau Li

" " corned—Ham Ngau Li

" Head—Ngau Tau

" Heart—Ngau Sum

" Hump, Salt—Ngau Kin

" Feet—Ngau Kerk

" Kidneys—Ngau Yiu

" Tail—Ngau Mei

" Liver—Ngau Con

" Tripe (undressed)—Ngau To

" Calves' Head and Feet—Ngau-chai-

tau-keok

" Mutton Chop—Yeung Pai Kwat

" Leg—Yeung Pei

" Shoulder—Yeung Shau

" Pigs' Chittlings—Chi cheung

" Brains—Chi Know

" Feet—Chi Kerk

" Fry—Chi Chak

" Head—Chi Tau

" Heart—Chi Sum

" Kidneys—Chi Yiu

" Liver—Chi Kon

" Pork, Chop—Chi Pai Kwat

" Corned—Ham Chu Yuk

" Leg—Chu Pei

" Fat or Lard—Chu Yau

" Sheep's Head and Feet—Yeung Tau

" Keok

" Heart—Yeung Sum

" Kidneys—Yeung Yiu

Mails.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "CALEDONNIEN."

Captain Gregory, will be despatched for MARSEILLES on TUESDAY, the 27th June, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. OCEANIC 11th July.
S.S. TOURANE 25th July.
S.S. TONKIN 8th August.

G. DE CHAMPEAUX, Agent.

Hongkong, 13th June, 1905.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

The S.S. "NUBIA,"

Captain F. J. Fox, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 1st July, at Noon, taking Passengers and Cargo for to above Ports in connection with the Company's S.S. Mongolia, 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Arcadia, due in London on the 13th August.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to L. S. LEWIS, Acting Superintendent.

Hongkong, 17th June, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Pleasant	3,753	F. G. Purinton	At June 30
Shawmut	9,666	E. V. Roberts	July 12
Trenton	9,666	T. W. Garlick	Aug. 8

Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. Shawmut and Trenton are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 23rd May, 1905.

ACHEE & CO.

ESTABLISHED 1859.

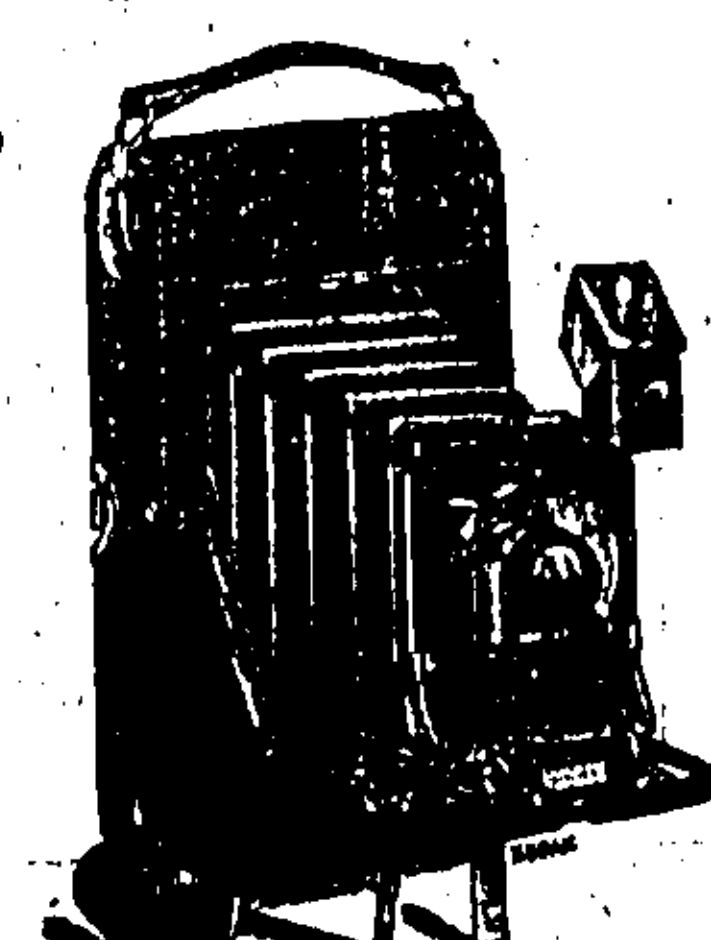
FURNITURE,

GENERAL HOUSEHOLD

REQUISITES

&c., &c., &c.

Telephone 256.



DEPOT

FOR EASTMAN'S

KODAKS, FILMS,

AND ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION, Hongkong, 16th May, 1905.

For Sale.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.
\$2.70 per Bag 250 lbs. net ex Factory.

General Managers, SHEWAN, TOMES & Co.,

Hongkong, 7th March, 1905.

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1905.

FOR SALE.

INCANDESCENT GASOLINE LAMPS

OF ALL DESCRIPTIONS, from the best makers.

INCANDESCENT MANTLES, CHIMNEYS, GLOBES, SHADES, &c., for GASOLINE AND GAS LAMPS

at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO.

56, Lyndhurst Terrace, Hongkong, 2nd May, 1904.

To Let.

TO LET.

N.O. 12, KNUXTFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 4th May, 1905.

TO LET.

A BUILDING at CAUSEWAY BAY, at present in occupation of the Steam Laundry Co., Ltd.

No. 1, RIFON TERRACE.

FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 30th March, 1905.

TO LET.

SEMI-DETACHED VILLAS, Two, in Garden Road, near the Ferry, with Fine Bright and Airy Rooms. GAS and ELECTRIC BELLS laid on. Commanding fine view of the Harbour.

Rents very moderate.

Apply to—

H. RUTTONJEE,

No. 5, D'Almeida Street,

37 and 38, Elgin Road, Kowloon.

Hongkong, 5th June, 1905.

TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Caine Road.

Apply to—

H. N. MODY.

Hongkong, 4th May, 1905.

TO LET.

SHOP, No. 14, QUEEN'S ROAD, CENTRAL.

First Floor, No. 12, QUEEN'S ROAD, CENTRAL.

Second Floor, Nos. 12 and 14, QUEEN'S ROAD, CENTRAL.

Apply to—

S. BISNEY,

Hongkong Hotel.

Hongkong, 8th June, 1905.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ \$1,000,000 \$8,000,000 \$250,000 }	\$1,493,408	{ Div. of £1.10/- and bonus of £1 @ ex- change 1/11 9/16=\$2.546 for second half-year 1904	54 %	{ \$80 1/2 buyers London 8 1/2 \$37 buyers
National Bank of China, Limited	99,925	£7	£5	{ \$1,400,000 81,739 }	\$150,494	\$17 for 1903	58 %	\$320
MARINE INSURANCES								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$950,000 \$151,992 \$362,166 \$371,445 }	Nil.	\$4 1/2 for year ended 30.4.1904	72 %	\$65 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	{ \$1,800,000 \$20,000 }	Tls. 217,119	Interim of 7/6 1904	8 %	Tls. 82
North China Insurance Company, Limited	10,000	£15	£5	{ \$1,850,000 \$20,000 }	\$2,078,997	\$35 for 1903	5 %	\$690 buyers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$803,117 \$700,000 \$37,704 \$1,000,000 }	\$486,284	\$12 add \$3 special dividend for 1903	8 1/2 %	\$172 1/2
Yangtze Insurance Association, Limited	8,000	\$100	\$50	{ \$1,000,000 \$218,093 \$2,241 }	\$329,047	\$6 dividend & \$1 bonus for 1903	8 1/2 %	\$87
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,200,000 \$2,241 }	\$360,372	\$34 for 1903	11 1/2 %	\$302 1/2 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$5,000 \$185,000 \$85,439 }	\$8,832	\$1 for 1904	4 1/2 %	\$21 sellers
SHIPPING, TUG AND CARGO ROATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$185,000 \$85,439 }	Nil.	\$2 for year ended 30.6.1904	5 1/2 %	\$36 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$250,000 \$600,000 \$158,444 }	\$25,160	\$1 for second half-year 1904	9 1/2 %	\$27
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$205,000 \$100,000 }	£5,853	10/- for 1903 @ 1/10 5/16=\$5.378	5 1/2 %	\$100 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ \$25,000 \$40,000 }	Tls. 43,762	{ Tls. 2 1/2 final making Tls. 2 1/2 for 1904 Tls. 1 1/2 final making Tls. 1 1/2 for 1904 Interim of 1/- (Coupon No. 5) for 1904	7 1/2 % 7 1/2 % 4 1/2 %	Tls. 60 buyers Tls. 50 buyers 22 1/2
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	{ \$2,400,000 \$4,116 }	£58,852	{ \$1.80 for year ending 30.4.1905	5 1/2 %	\$35
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	{ \$2,400,000 \$4,116 }	\$929	\$10 for 1904	8 %	\$137 1/2 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ \$2,400,000 \$4,116 }	\$21,231	\$10 for 1904	8 %	\$137 1/2 buyers
Straits Steamship Company, Limited	5,000	£100	£100	{ Tls. 126,000 Tls. 276,679 }	Tls. 6,190	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1904	11 %	Tls. 30
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ \$450,000 none Tls. 100,000 }	Dr. \$2,880 \$85,987 Tls. 1,635	Final of \$15 making \$20 for 1904	9 1/2 %	\$215 sales & b.
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$450,000 none Tls. 100,000 }	Dr. \$2,880 \$85,987 Tls. 1,635	\$3 for 1897	3 1/2 %	Tls. 70
Luxon Sugar Refining Company, Limited	7,000	Tls. 50	Tls. 50	{ \$450,000 none Tls. 100,000 }	Dr. \$4,029	No. 3 of 1/6	5 1/2 %	Tls. 7 1/2 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ \$450,000 none Tls. 100,000 }	Dr. \$4,029	50 cents making G. \$1 for 1904	5 1/2 %	G \$17 1/2
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	G \$10	G \$10	{ \$450,000 none Tls. 100,000 }	Fcs. 251,337	Final of Fcs. 25 making Fcs. 55 for 1903	8 %	Tls. 161 sales
Oriental Consolidated Mining Company, Limited	150,000	£1	£1	{ \$450,000 none Tls. 100,000 }	Fcs. 1,529,652	Tls. 5 interim for 1904/5	11 1/2 %	\$331
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	{ \$450,000 none Tls. 100,000 }	Fcs. 85,706	\$3.75 for 1904	11 1/2 %	\$100 sellers
Société Française des Charbonnages du Tonkin	16,000	Frs. 250	Frs. 250	{ \$450,000 none Tls. 100,000 }	Tls. 28,153	Final of \$2 1/2 making \$5 for 1904	4 1/2 %	\$197 sellers
DOCKS, WHARVES & GODOWNS.								
Farnham, (S. C.) Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	{ \$450,000 none Tls. 100,000 }	\$8,577	{ \$6 dividend and \$1 bonus for 2nd half- year 1904	6 1/2 %	\$270 buyers
Penwick (Geo.) & Co., Limited	6,000	\$25	\$25	{ \$450,000 none Tls. 100,000 }	\$49,289	\$10 div. & \$5 bonus for year end. 30/6/04	5 1/2 %	\$18 sellers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	40,000	\$50	\$50	{ \$450,000 none Tls. 100,000 }	\$49,289	\$14 for 1903	7 1/2 %	\$245 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$450,000 none Tls. 100,000 }	\$49,289	{ \$10 div. and \$2 1/2 bonus } for 1903	5 1/2 %	Tls. 180 sales
Howarth & Erskine, Limited	17,000	\$100	\$100	{ \$450,000 none Tls. 100,000 }	\$49,289	Final of Tls. 6 making Tls. 10 for 1904	6 1/2 %	\$395
New Amoy Dock Company, Limited	6,000	\$50	\$50	{ \$450,000 none Tls. 100,000 }	\$49,289	\$20 for 2nd half year making \$26 for 1904	6 1/2 %	Tls. 190
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	{ \$450,000 none Tls. 100,000 }	\$49,289	Tls. 18 for 1904	7 1/2 %	\$31
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	{ \$450,000 none Tls. 100,000 }	\$49,289	\$2 1/2 for year ended 30.6.1904	7 1/2 %	\$31
Tanjong Pagar Dock Company, Limited	37,000	Tls. 100	Tls. 100	{ \$450,000 none Tls. 100,000 }	\$49,289	Final of Tls. 5 making Tls. 9	6 1/2 %	Tls. 140 sellers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ \$450,000 none Tls. 100,000 }	\$49,289	Final of 60 cents making \$1.80 for 1904	6 1/2 %	\$100
LANDS, HOTELS & BUILDINGS.								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	{ \$450,000 none Tls. 100,000 }	\$49,289	None	6 1/2 %	\$8 sellers
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	{ \$450,000 none Tls. 100,000 }	\$49,289	{ Preferential of 7 per cent for 1904	7 %	\$144 sellers
Central Stores, Limited	6,000	\$15	\$15	{ \$450,000 none Tls. 100,000 }	\$49,289	\$5 for second half-year making \$10 for 1904	10 %	\$122 sellers
Do.	123	\$15	\$15	{ \$450,000 none Tls. 100,000 }	\$49,289	Final of \$6 making \$12 for 1904	14 %	Tls. 172 sales
Do. (New Issue)	24,000	\$15	\$15	{ \$450,000 none Tls. 100,000 }	\$49,289	Tls. 2 1/2 for the year ending 31.3.1905	7 %	\$13 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$450,000 none Tls. 100,000 }	\$49,289	90 cents for 1904	7 1/2 %	\$40 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$450,000 none Tls. 100,000 }	\$49,289	\$3 for 1904	6 1/2 %	Tls. 120 buyers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	{ \$450,000 none Tls. 100,000 }	\$49,289	{ Tls. 3 final and Tls. 2 bonus making }	6 1/2 %	Tls. 47 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$450,000 none Tls. 100,000 }	\$49,289	Tls. 8 for 1904	10 1/2 %	Tls. 74 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$450,000 none Tls. 100,000 }	\$49,289	Final of Tls. 4 making Tls. 7 for 1904	5 1/2 %	Tls. 12 buyers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	{ \$450,000 none Tls. 100,000 }	\$49,289	None	11 1/2 %	Tls. 38 buyers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	{ \$450,000 none Tls. 100,000 }	\$49,289	Tls. 4 for year ended 31.10.1903	11 1/2 %	\$164 sellers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	{ \$450,000 none Tls. 100,000 }	\$49,289	50 cents for the year ending 31.7.04	3 %	Tls. 36 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	{ \$450,000 none Tls. 100,000 }	\$49,289	\$10 for 1904	8 %	\$137 1/2 buyers
West Point Building Company, Limited	12,500	\$50	\$50	{ \$450,000 none Tls. 100,000 }	\$49,289	Final of \$1.70 making \$3.20 for 1904	5 1/2 %	\$55 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ \$450,000 none Tls. 100,000 }	\$49,289	Tls. 4 for year ended 31.10.1903	11 1/2 %	Tls. 38 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$450,000 none Tls. 100,000 }	\$49,289	50 cents for the year ending 31.7.04	3 %	\$164 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 50,000 Tls. 35,327 }	Tls. 13,629	Interim of 3 % a/c 1898		Tls. 36 buyers
Lau-kuang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 35,327 none }	Tls. 10,000	Interim of 4 % a/c 1898 on 6,000 shares		Tls. 39 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 8,115 none }	Tls. 22,050	4 % for 1897		Tls. 180
CIGARS AND TOBACCO COS.								
Alhambra, Limited	300	\$200	\$200	{ none none }	Dr. P. 2,584	\$125 for year ending 30.6.1900		\$100
Philippine Company, Limited	7,500	\$10	\$10	{ none Tls. 24,820 }	Tls. 1,091	First year		\$94 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 25,000 }		Final of Tls. 6 making Tls. 9	13 %	Tls. 70 sellers
MISCELLANEOUS.								
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	{ none none }	£161	First year		\$125 sales
Beil's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ none none }	\$1,182	6d. per share for 1903	8 1/2 %	\$53 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ none none }	Nil.	\$3 for 1904	8 1/2 %	\$36
China-Borneo Company, Limited	60,000	\$12	\$12	{ none Tls. 30,000 }	Tls. 718	Tls. 3 for 1904	8 %	\$124 sales
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ none Tls. 30,000 }	\$3,739	None	9 1/2 %	\$82
China Light and Power Company, Limited	30,000	\$10	\$10	{ none \$8,000 }	\$1,581	80 cents for 1904	9 1/2 %	\$17 sellers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ none \$8,000 }	\$2,706	\$14 for year ended 31.7.1903	7 1/2 %	\$100 buyers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$5	{ \$112,500 \$400,000 }	\$95,054	\$5 div. and \$1 bonus for 1903	7 1/2 %	\$26 1/2
Fraser and Neave, Limited	4,500	\$50	\$50	{ \$25,000 \$186,000 }	\$7,551	Final of \$14 making \$24	9 1/2 %	\$27 sales
Green Island Cement Company, Limited	100,000	\$10	\$10	{ \$25,000 \$186,000 }	£7,551	£1 div. and 2/- bonus for 1903	7 1/2 %	\$160 buyers
Do.	50,000	\$20	\$20	{ £23,109 £3,000 }	\$1,747	{ \$1.00 50 cents } for year ending 30.4.1904	14 1/2 %	\$173 sellers
Hongkong & China Gas Company, Limited	7,000	£10	£10	{ none none }	\$2,796	\$15 for year ending 30.11.1904	7 1/2 %	\$242 1/2
Hongkong Electric Company, Limited	30,000	\$10	\$5	{ \$50,000 \$50,000 }	\$5,356	Final of \$13 making \$17 for 1904	7 1/2 %	\$152 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ \$50,000 \$50,000 }	\$11,137	\$10 for 1904	11 1/2 %	\$17
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$50,000 \$50,000 }	\$399	{ Final of 70 cts. and 50 cts. bonus making } \$1.90 for the year ended 30.9.04	6 %	\$135 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	{ \$25,000 \$34,000 }	\$3,400	Interim of 5 % a/c 1903	7 1/2 %	\$145 sales
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	{ \$475,000 \$21,582 }	\$21,582	{ 2nd quarterly of Tls. 5 paid 15.6.05 mak- ing 40 far Tls. 124 for 1905	15 1/2 %	Tls. 220 sales
Kau Brothers, Limited	10,000	\$100	\$100	{ none Tls. 28,210 }	Tls. 35,489	\$4 for year ended 31.10.1904	9 %	Tls. 25 sales
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	{ none Tls. 19,465 }	Dr. Tls. 117,658	\$1 for 1902		\$43 sales
Maatschappij tot Mijn- en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ none none }	Dr. Tls. 117,658	Final of \$13 making \$5 for the year ending 30.6.04	9 %	\$50
Maynard and Company, Limited	3,400	\$10	\$10	{ none none }	Dr. Tls. 117,658	None		Tls. 225 sales
Mondon, (E. L.) Limited	7,000	Tls. 50	Tls. 50	{ none \$4,000 }	Dr. \$5,537	Final of Tls. 5 making Tls. 8 1/2 for 1904	7 %	Tls. 82 1/2 sales
Moutrie (S.) & Company, Limited	4,000	\$50	\$50	{ none Tls. 14,000 }	Tls. 8,011	Tls. 5 for 1903	6 %	Tls. 170 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	{ none Tls. 108,172 }	Tls. 45,000	Final of Tls. 8 making Tls. 14 for 1904	4 1/2 %	Tls. 450 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ Tls. 108,172 Tls. 25,000 }	Tls. 17,220	Final of 37/6 making 52/6 for 1904	7 1/2 %	\$80
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	{ Tls. 25,000 Tls. 17,000 }	Dr. \$39,020	\$4 for year ended 31.7.1904	7 1/2 %	\$25
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 17,000 Tls. 17,000 }	Dr. \$39,020	60 cents for year ended 31.5.04	7 1/2 %	\$38 buyers
Shanghai Waterworks Company, Limited	7,200	£20	£20	{ none none }	\$3,444	\$10 for second half-year 1904	13 1/2 %	\$74 buyers
Singapore Dispensary, Limited	6,000	\$5	\$5	{ none none }	\$700	{ \$1 div. and 35 cents bonus for half year ended 30.9.1904	6 %	\$43 sellers
South China Morning Post, Limited	5,000	\$5	\$5	{ none none }	Tls. 2,025	Tls. 2 for half year	6 1/2 %	Tls. 100
Steam Laundry Company, Limited	10,000	\$5	\$5	{ none none }	Tls. 2,211	Final of Tls. 4 making Tls. 8 for 1903/4	6 1/2 %	Tls. 125
Straits Ice Company, Limited	2,000	\$100	\$100	{ none \$750,000 }	\$84,813	{ 90 cents } for year ended 31.5.1904	10 1/2 %	\$90 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	{ none \$50,000 }	\$20,000	Final of 50 cents making \$1 for 1904	8 %	\$124 buyers
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	{ none Tls. 115,259 }	\$480	Interim of 50 cents for year 1904/1905	10 1/2 %	\$124 buyers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ none Tls. 34 }				\$124 buyers
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	{ \$307,000 \$25,000 }	\$6,060			\$124 buyers
Do. (Founders')	100	\$10	\$10	{ \$307,000 \$25,000 }	\$6,060			\$124 buyers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$307,000 \$25,000 }	\$6,060			\$124 buyers